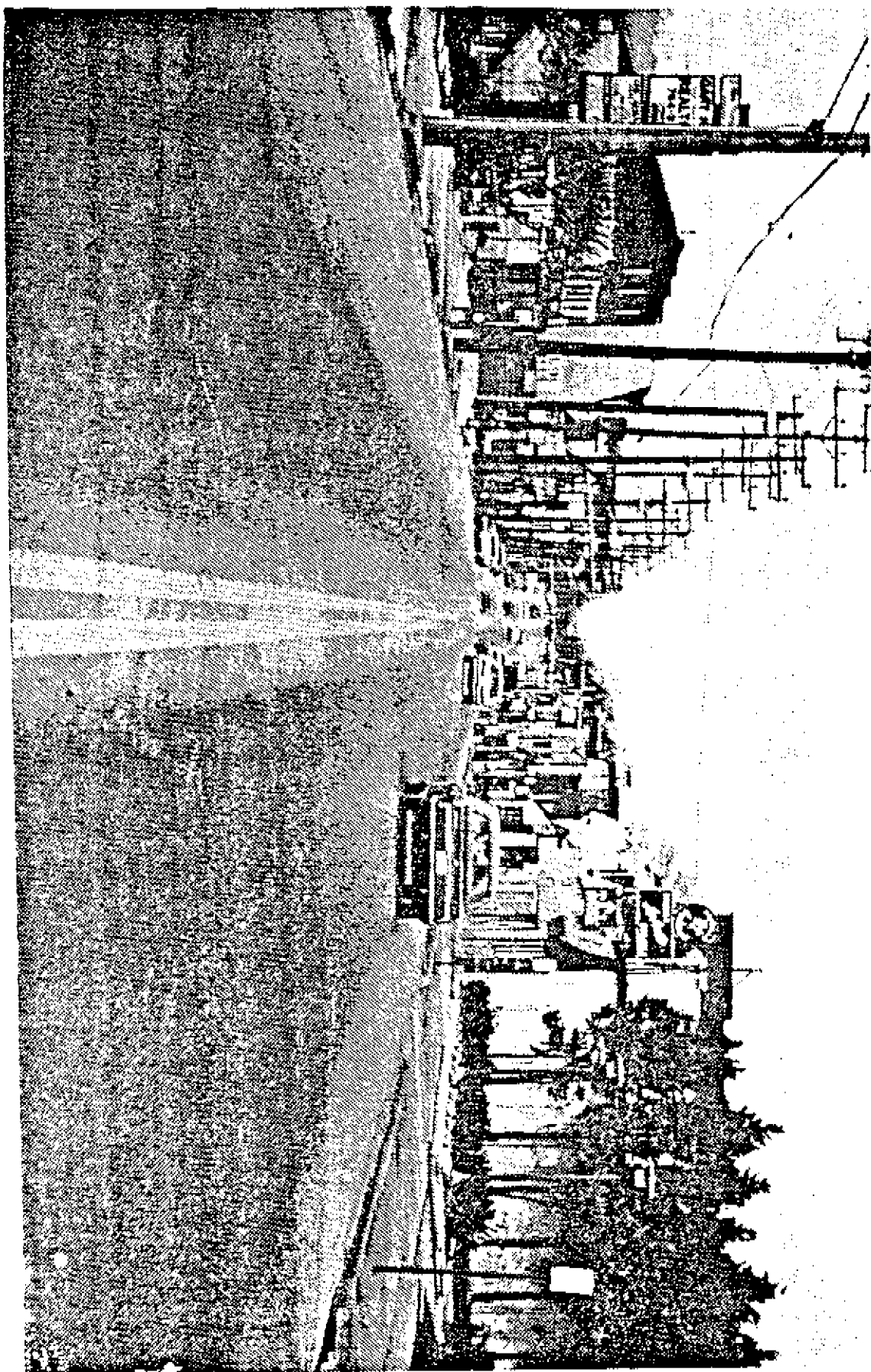




7. Design Plan

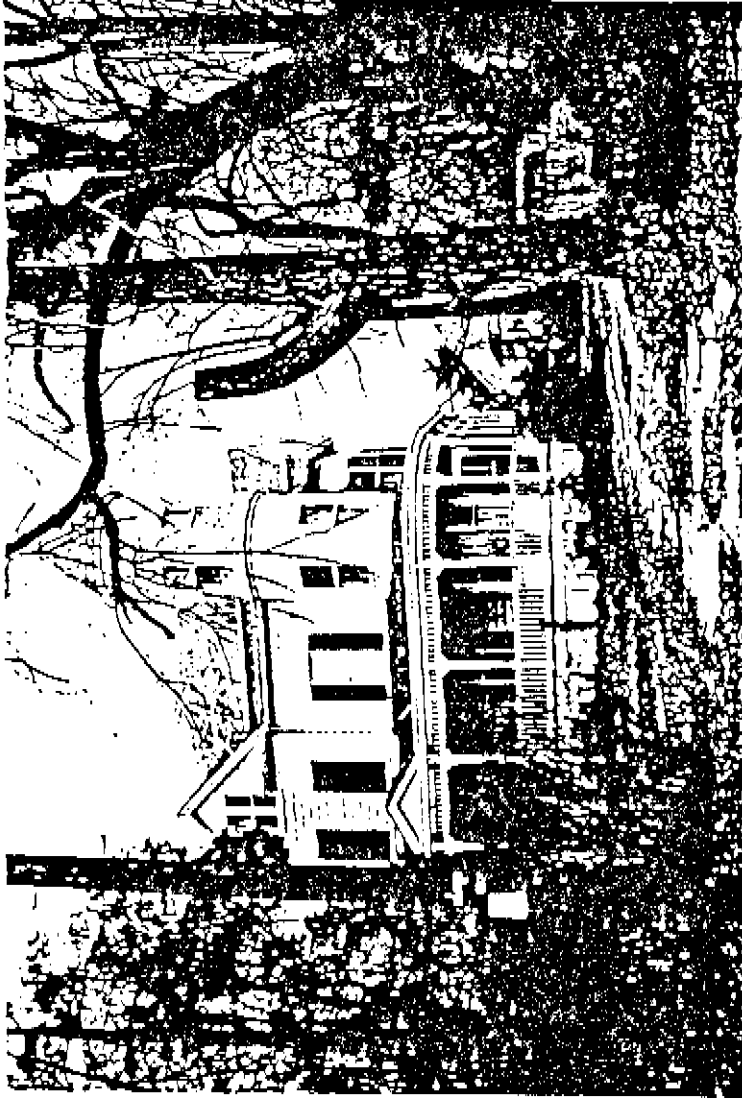




The design plan is developed to retain and reinforce the existing village character of Catonsville and to guide future development to reinforce that character. This is achieved by creating a unified village identity for the area, increasing parking efficiency and availability and suggesting opportunities for future development that maintain the scale and character of the village.

Goals:

1. *Unify the Frederick Road corridor area to minimize damage done to the village character by newer developments and maintain the village scale by implementing a unified streetscape design.*
2. *Add to and alter the street system to allow for increased alternatives in auto travel paths in the commercial area, which will also help keep through traffic out of residential areas.*



- | | |
|--|--|
| 3. <i>Rationalize parking - make it more accessible and convenient in areas that need it most.</i> | <i>spaces in the village core to complement the residential and institutional uses.</i> |
| 4. <i>Direct new activity and development to the village core.</i> | Recommendations |
| 5. <i>Add additional residential units to the village, that maintain the scale and character to the village.</i> | Recommendations for the primary focus area are summarized below. Block by block descriptions for the length of Frederick Road follow and provide additional detail and assessment of priorities. |
| 6. <i>Maintain and expand existing recreation space and develop a system of small civic</i> | |

DESIGN PLAN

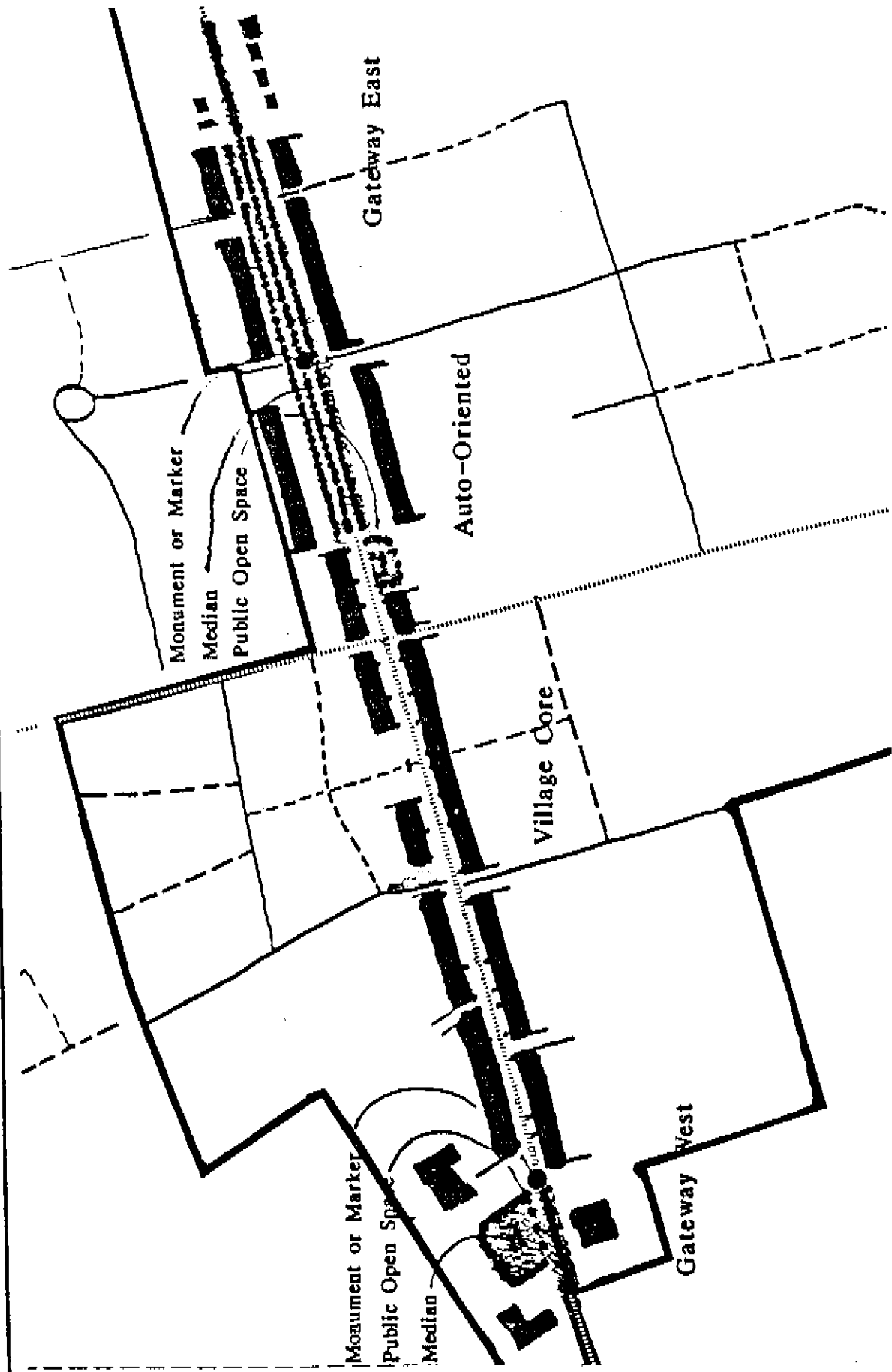
Because recommendations for development or redevelopment of key sites are guided by the "Design Plan" section of the Consultant's plan, the land use committee began by reviewing the six goals outlined therein. The committee endorses the goals and believes that they clearly set standards for the future development of Catonsville in a way that reinforces the existing Village character—a fundamental objective for Catonsville 2000.

We agree strongly with Goal #3 and reiterate the high priority for additional parking facilities in the 900 and 900 blocks.

We agree strongly with the concept that Catonsville 2000 should be involved in the implementation of study and monitoring the study with the County.

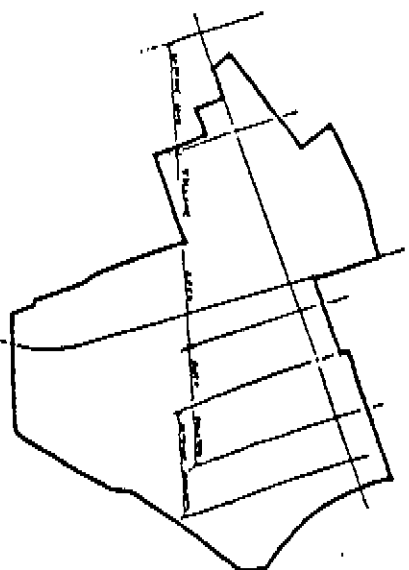
We recommend that Goal 5 be expanded to state "Add additional residential units to the village that maintain the scale, character, and residential density of the village."

We agree strongly with Goal #6 and emphasize that the focus of any expansion should be the old Catonsville Middle School on Bloomsbury Avenue.



Frederick Road Concept

CATONSVILLE 2000 ANALYSIS



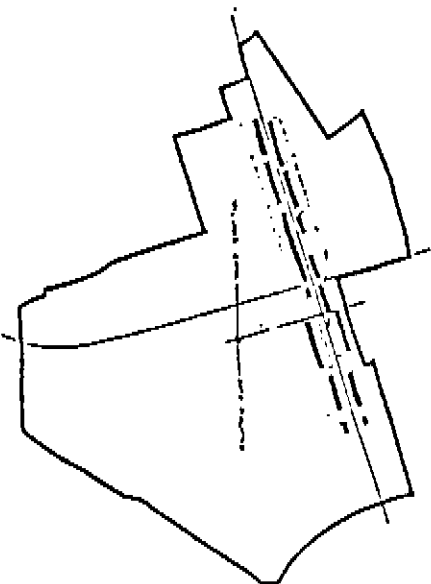
Composite Analysis

Frederick Road, Streetscape Concept

As discussed in the earlier analysis, Frederick Road does not function well from a traffic standpoint and its village character is being eroded by incompatible new development. The proposed design will unify the street and bring back the village scale along its length.

After considering several alternatives, the chosen scheme identifies three areas along Frederick Road and seeks to unify them visually through a plan that will improve traffic flow and parking as well. The three areas are:

1. The gateways.
2. The auto-oriented commercial.
3. The village core.



Village/Auto

The Gateways

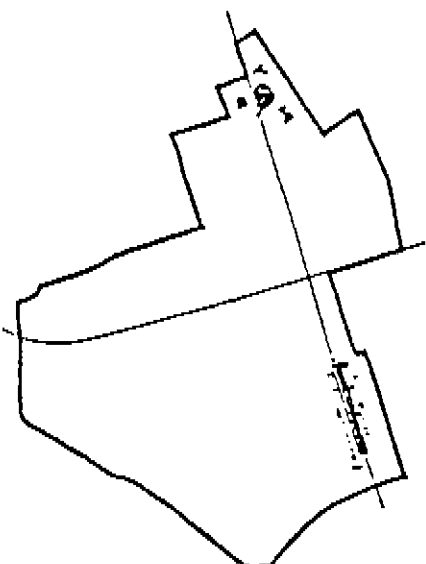
The gateway areas retain a residential or civic character in the traditional village scale. A landscaped median is introduced to slow traffic and also to provide for left turn lanes where needed.

An opportunity for community monuments or markers is available in the median at the high points of the street both entering and leaving Catonsville.

At the far end of the village, a civic square anchors the post office and several churches, providing a focus for community activities and needed passive recreation space. The roads surrounding the square will also provide additional curbside parking.

Auto-Oriented Commercial

The central landscape median and turn lane



Gateways

continues through this area - reducing the scale of the wide street. Parking on the street has been reduced as most buildings are set back and have parking in front of them. Some traffic entrances should be closed and parking lots consolidated to provide for safer traffic flow onto Frederick Avenue.

The Village Core

As one approaches the village core, the median drops away. The sidewalk widens where possible and trees or other landscaping are planted in those areas. Trees should be selected which are loosely leaved, so as not to obscure retail frontage. Parking is retained on the street and increased where possible by eliminating excessive entry drives. Implementation of a service alley system helps traffic flow and makes these multiple drives obsolete.

The Gateways: There are concerns regarding median strips because of the narrow width of Frederick Road, impacting parking and causing difficulty for the swift passage of emergency vehicles. Some sort of marker would be appropriate in the 300 block and in the 1000 or 1100 blocks as well. Gateways to the village shopping area. If small median strips are used at the gateways, they must not increase parking problems or lessen visibility. Suggested instead is that the gateway concept could be realized with small extensions from the sidewalk (almost as large as a parking space, decorated with an architectural grade lighting fixture in the center of the island which would be tall, having an extending decorative arm holding several lights. The arm on each pole would extend towards the middle of the street. Also in the planted enclosure would be a sign about Catonsville, and possibly a hanging banner such as the Catonsville Forward Plan is about to adopt for poles throughout the village. With these two alternatives potentially available, an engineering study by the county and state should be made promptly to determine feasibility of each option.

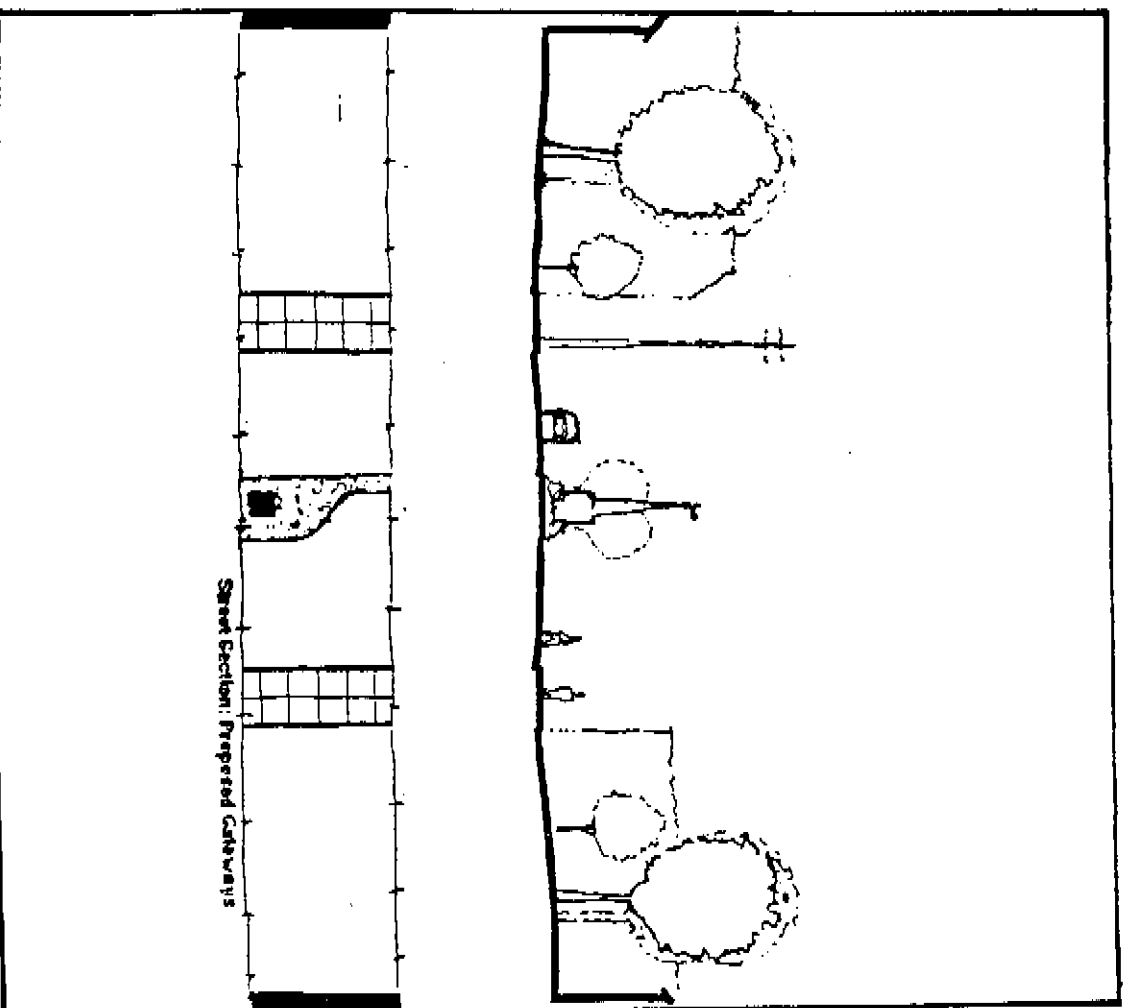
The consultant's plan for a civic square opposite the Post Office is impossible because the parking lot on that northwest corner belongs to the Methodist Church; which requires that corner exclusively for parking.

The Auto-Oriented Commercial: Median strips may not be desirable. We agree that some traffic entrances to privately-owned property should be closed and parking lots consolidated to provide for safer traffic flow onto Frederick Road. A traffic light is essential for safety and better traffic flow at Delrey and Frederick Road, and represents a top priority for this study.

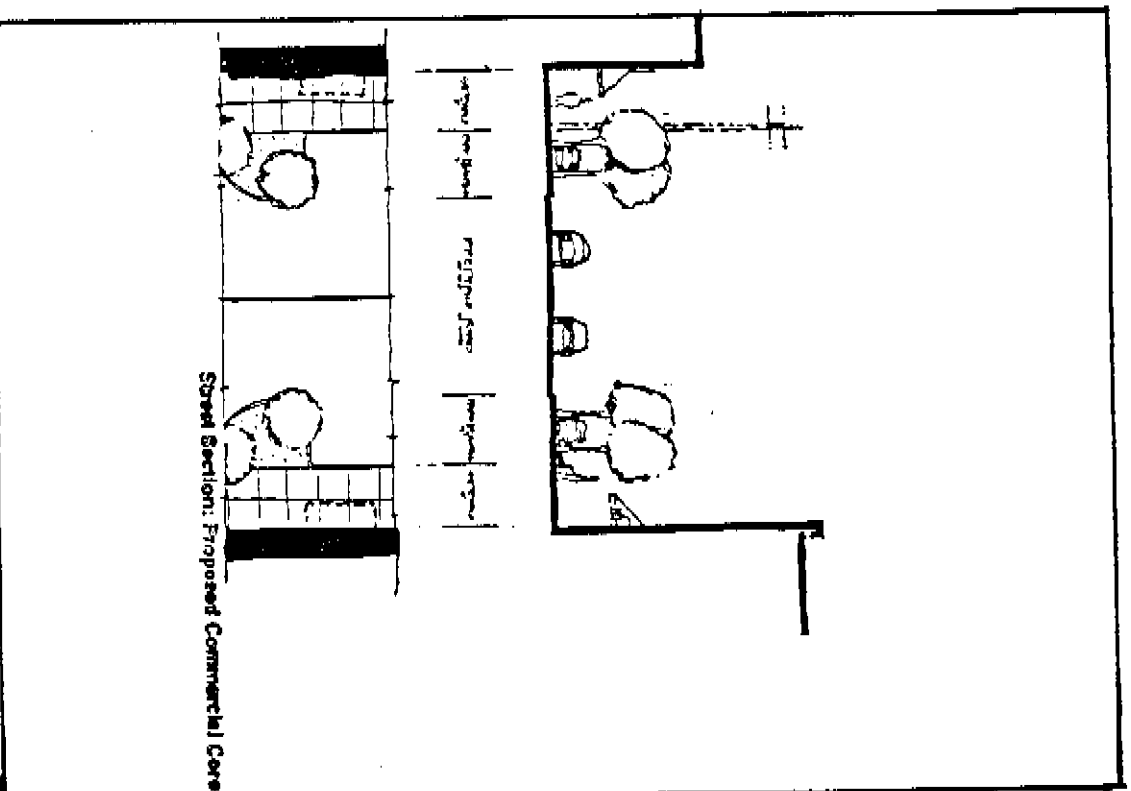
CATONSVILLE 2000 ANALYSIS

The Village Core: The subject of trees being planted along Frederick Road was not unanimously supported, but the majority concluded that appropriate trees could be planted where the sidewalk is wide enough or even where it would be necessary to extend the curb in a rounded projection or island jutting into the parking area. If planted, trees would need to have their canopies trimmed up sufficiently so that the foliage wouldn't cover the view of the entire first floor of any business or its signage.

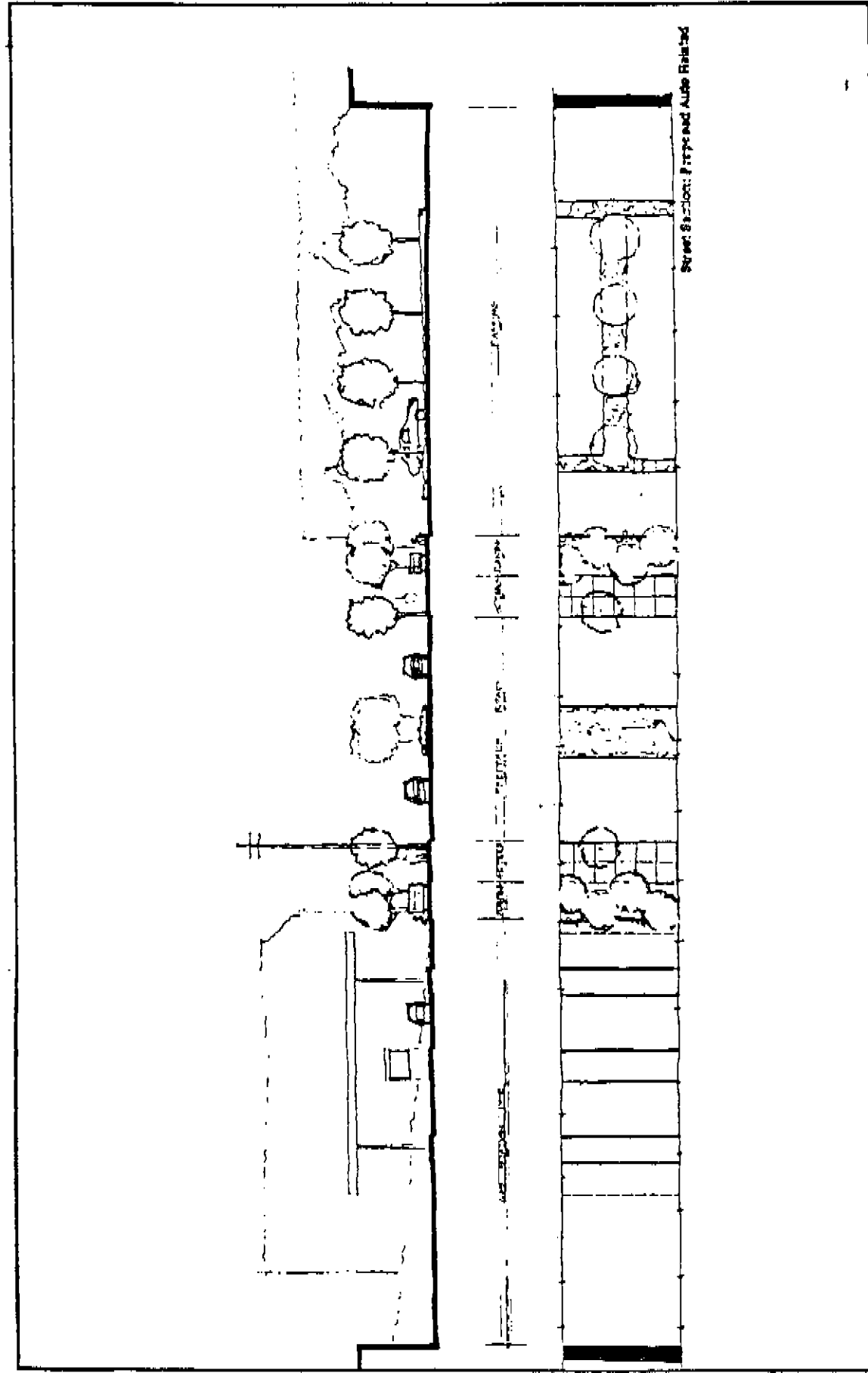
The committee agreed that better identified crosswalks, including one opposite the public parking lot in the 700 block should be placed. They could be a different color and/or potentially a different texture or material, possibly made of brick for an attractive streetscape upgrade.



Gateway Plan/Section



Village Core Plan/Section



Street Section: Proposed Auto Related

Auto Related Plan/Section

Streets and Blocks:

To further enhance the village core area, several changes are recommended to the street pattern.

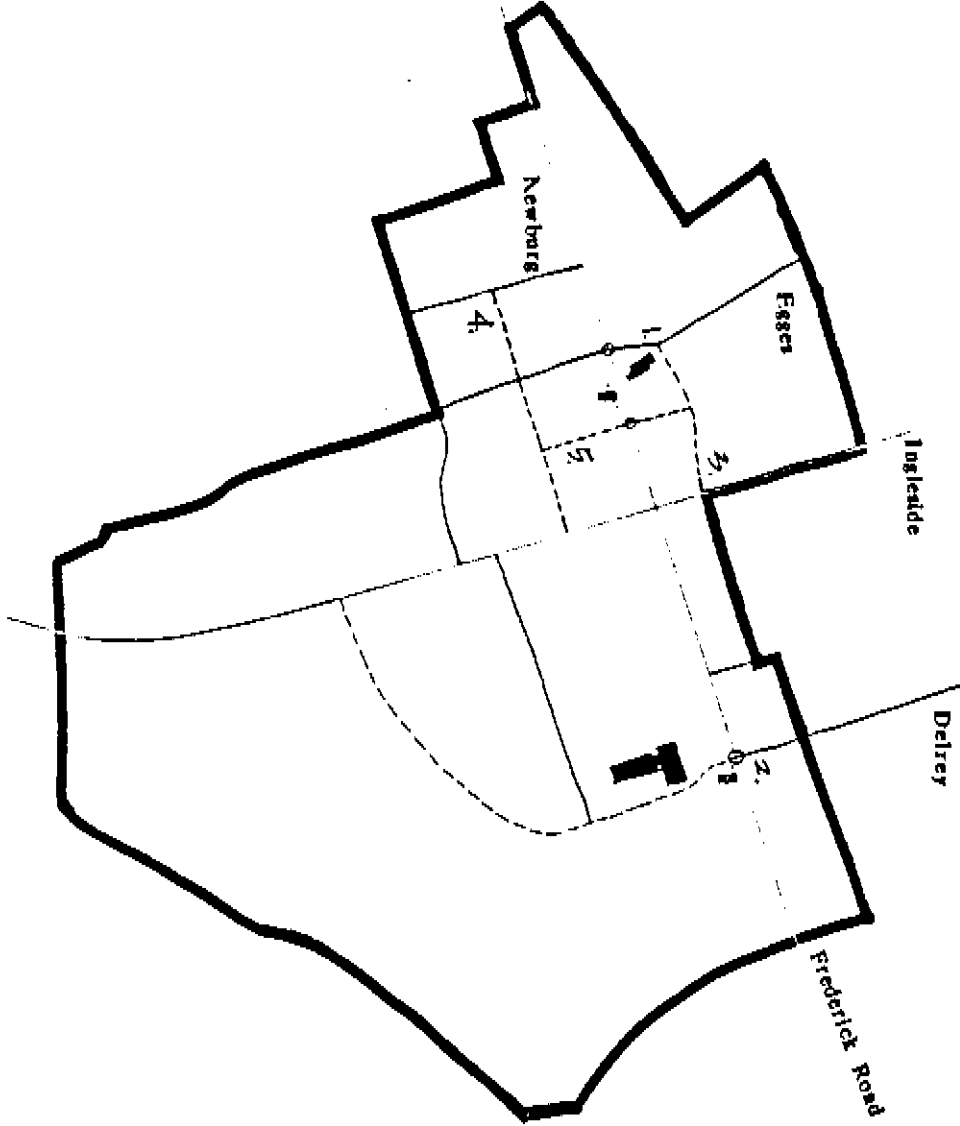
Egges Lane should be deflected to the west to connect directly with Melior to facilitate through traffic flow (1). In addition to improving traffic flow, a small pocket park is created adjacent to the fire house. A light should be erected at Delray to slow traffic arriving in Calonsville (2).

Service alleys should be developed to take some traffic off Frederick Road. Otban Lane should be developed as a through-alley providing easy access to adjacent parking lots, connecting west to Egges Lane (3). Another alley parallel to Frederick between Newburg and Melior would allow improved access to parking lots in this area (4).

Where possible, as development occurs in the future, thought should be given to increasing the public road system, especially in the village core area (5).

Land Use:

As demand increases, new development of office space and retail uses should be directed to the village core to promote the village concept. New development should be in keeping with the village character. Examples of successful new development in other village centers includes Laurel, retail shops with offices and



Alteration To Street With Traffic Lights

apartments above, and Belvedere Square - retail shops and marketplace with offices above. Guidelines for new development are in the architectural guidelines section. Suggestions for locations of new development are in the block by block descriptions following.

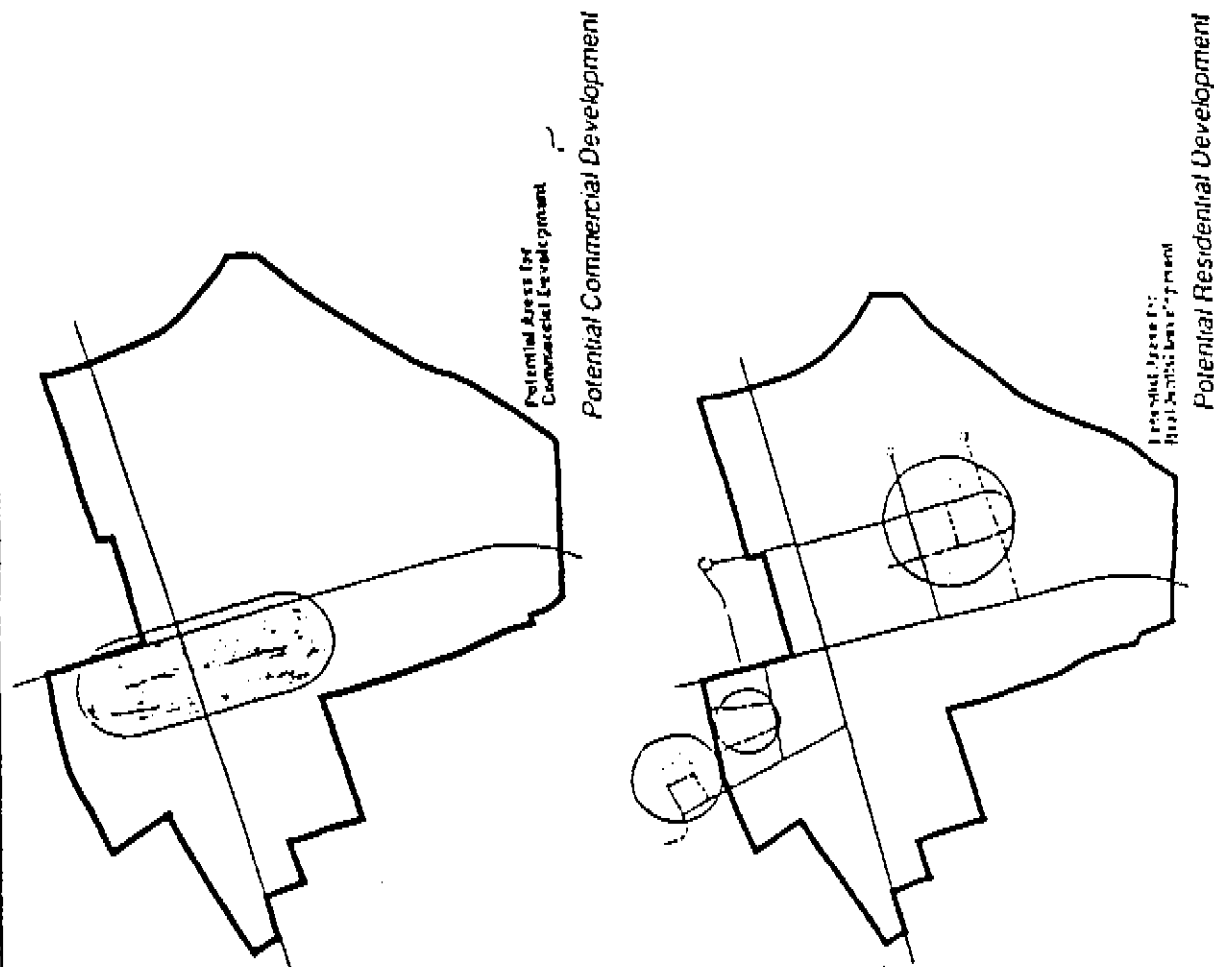
Residential density should also be increased, especially in the primary focus area, to provide a larger population base to support the village core. This can be accomplished through upper story dwelling units over shops, which is fairly successful in the village, or through development of several close-in underdeveloped parcels. Residential units have been proposed where appropriate in the specific site by site section which follows. Residential character should be in keeping with the Catonsville village. Roland Park is a good example of various housing types including single family, duplexes, townhomes, and apartments co-existing in harmony.

Light Poles

Using data from a comparably sized project located in this region (Fairfax, VA), we have estimated that underground relocation of wiring that is now on poles would be between \$600-\$750/linear foot. Hard data on this subject is difficult to find, since there are variables such as number of lines, etc., but we feel this is a good general range to use.

LIGHT POLES

We agree with the undergrounding analysis, but suggest that the cost of re-locating utility power poles above ground at the rear of properties be evaluated. Regardless of whether the utility poles are relocated to the rear or not, we recommend that all new service or remodeled service be accessed only to the rear of properties, if service is available from the rear in each instance. This will at least keep additional power lines along Frederick Road from proliferating further.



Plan Summary

The composite plan shown below brings together the many elements discussed above into a single vision for Calonsville's future.

The main elements of the plan include:

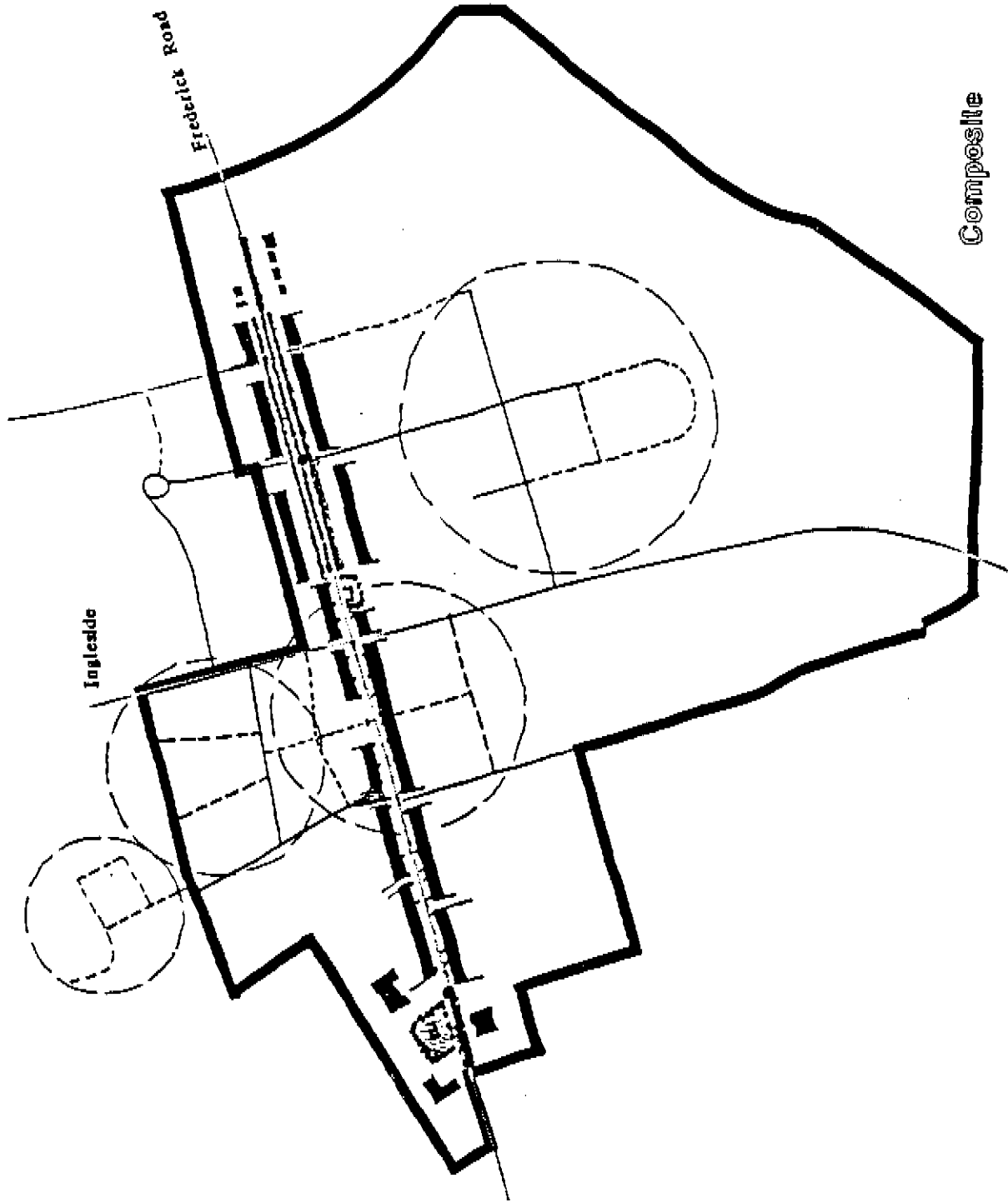
1. Creation of a better road network in the village core area to allow for improved traffic circulation, increased service capabilities, and increased on-street parking.
 - This is accomplished by:
 - A. Provision of service alleys in locations indicated.
 - B. Elimination of driveways and curbcuts resulting with an increase in outside on-street parking.
4. Improvement of building character to reinforce village character.
 - This is accomplished by:
 - A. Architectural and Signage Guidelines.
 - B. Revised definition of R.O. zoning.
- B. Center median with trees and controlled signage and planting in the auto-oriented "strip" area to bring it back to village scale.
- C. Limited street trees in the village core with increased on-street parking.

2. A safer Frederick Road, both for pedestrians and vehicles.
 - This is accomplished by:
 - A. Slowing traffic off the beltway by adding a median strip to the wide road and a traffic light at Delray Avenue.
 - B. Narrowing Frederick Road at mid-block points in the village core section to allow for easier pedestrian crossing.
 - C. Decreasing the number of curb cuts along Frederick Road (and resulting consolidation of parking lots).

3. Streetscaping to unify Frederick Road and to provide a village scale as desired.
 - This is accomplished by:
 - A. Providing for gateways to Calonsville with low planted center medians and markers.

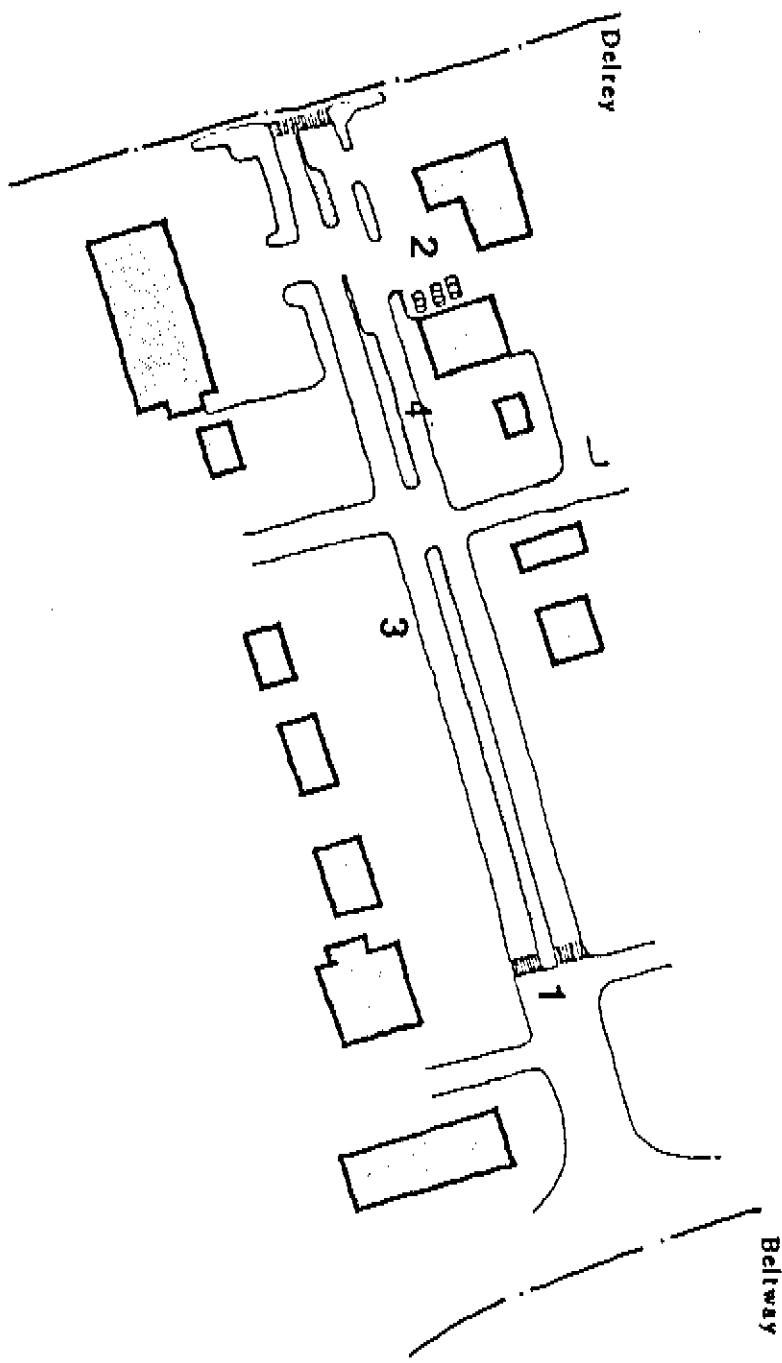
PLAN SUMMARY

- 2A. (See comments on page 7.4 of this report under "The Gateways.") A light at Delrey Avenue is priority 1.
- 2B. (See comments on page 7.4 of this report under "The Village Core," second paragraph.) We question whether narrowing Frederick Road in mid-block for pedestrian crossing would be necessary if a painted or textured crosswalk as suggested, were implemented.
- 3A. Gateways in some format are desirable. (See earlier comments on page 7.4 of this report under "The Gateways.")
- 3D. Trees and controlled signage and planting are desirable, but a center median strip in any blocks other than the gateway blocks would impede traffic and reduce parking spaces. The gateway blocks should be studied by county and state engineers for feasibility before any further decisions are made.
- 3C. We agree (See comments on preceding page 7.4 of this report under "The Village Core.")



Composite

Composite Plan



Block 1: Entry Gateway

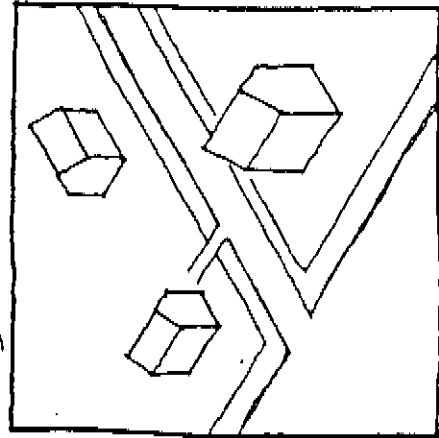
As an entry to Catonsville from the Beltway, Frederick Road to Delrey should maintain its residential character. Catonsville is primarily a residential village, and therefore maintaining the housing in this area is encouraged. Those houses fronting Frederick Road may be used for office or commercial purposes, but removal of the structures for construction of new-type office buildings is not encouraged. New office buildings are encouraged in the village core.

Streetscape recommendations include:

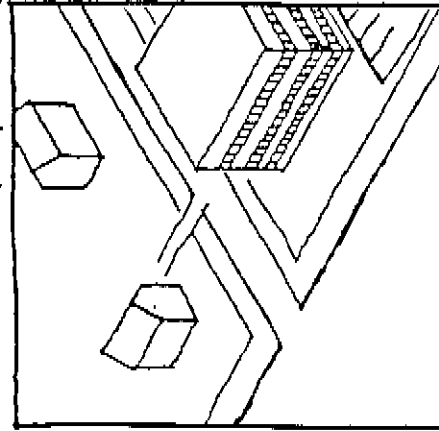
1. Median strip with low planting. Remove on-street parking.
2. Consolidate entry ways where possible.
3. Plant street trees at sidewalk at 40' intervals.
4. Develop cross section to provide loading zone on north side.

Implementation recommendations:

1. R.O. zoning should only permit new office buildings sympathetic in scale and feel to pre-existing residences. Conversions of existing is preferred.



Desirable: RO zones in the "gateway" should remain residential; no class "B" structures allowed



Undesirable: Class "B" offices in RO zones

CATONSVILLE 2000 ANALYSIS

ENTRY GATEWAY (Block 1)

Agree with opening paragraph, adding "RO zones in the Gateway blocks should remain residential in design."

Streetscape recommendations include:

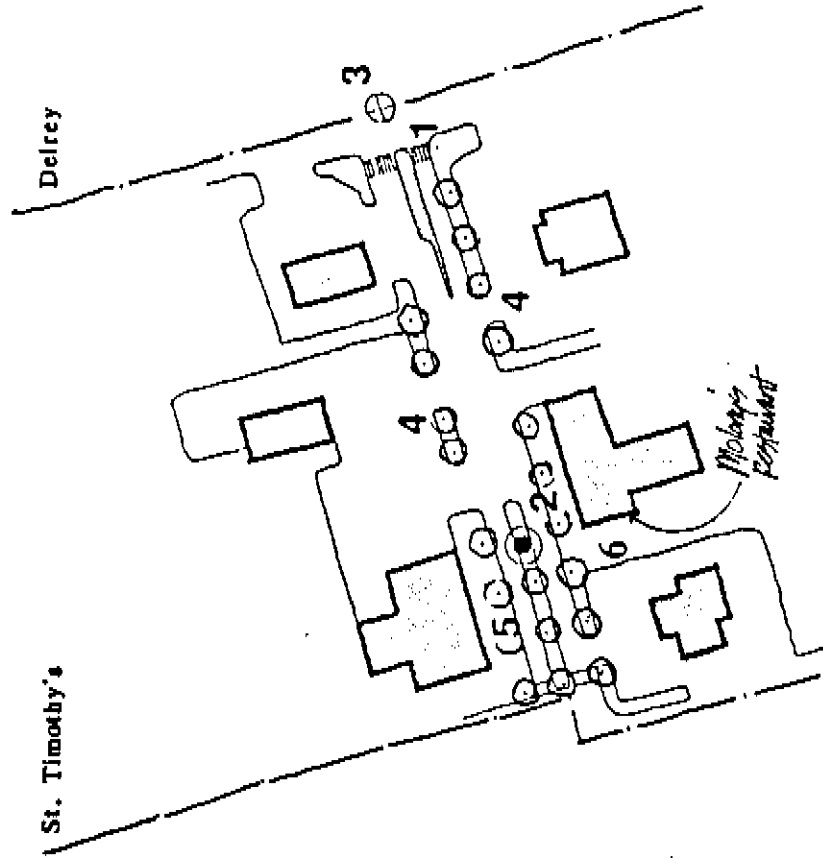
1. (See comments on page 7.4 of this report under "The Gateways.") No median strips should be considered in any blocks other than in Gateway blocks.
3. Agree, under comment provisions as outlined on page 7.4 of this report under "The Gateways."

We agree with the consultant's recommendation that "Frederick Road (from the Beltway) to Delrey Avenue should maintain its residential character." The Board further recommends that no new class B office building be permitted in this area unless the property is presently unimproved. The scale and architectural style of any proposed construction is to be in harmony with the surrounding residential and commercial buildings. All conversions of existing developed properties are to be Class A, maintaining the residential facade of the existing buildings. Also, the amount of Class A conversion is to be limited by the amount of rear on-site parking. On-street parking is not to figure in any parking formula, and no parking within the existing front yards is to be permitted. We recommend that these guidelines likewise apply to the Civic Gateway (Western Entry, p. 7.26), along Frederick Road from Beaumont east to Melvin and Sanford.

CATONSVILLE 2000 ANALYSIS

Although the illustrations on page 7.12 do correctly visually demonstrate the concepts we suggest, it should be noted that the captions beneath the illustrations are inconsistent with both the text on that page and the recommendations of this committee. R-O zones in the Gateways should remain residential in appearance and design (although office uses may be permitted). Class "B" office buildings should be permitted only on undeveloped properties, and then in a scale and architectural style characteristic and harmonious with adjacent residential and commercial structures.

Catonsville 2000 anticipates receiving a design proposal for a new office building and related parking on the undeveloped properties on either side of Arbutus Avenue at the intersection of Frederick Road. If a site plan and architectural proposal for this undeveloped property can be finalized in time by the developer and received by Catonsville 2000's review and approval, we recommend the approved design concept be adopted into the final version of this Study. Since this is the only undeveloped property in the Eastern Gateway area, approval of a design would remove uncertainty as to how to deal with this one situation, and the recommendations for existing R-O properties contained here could then be uniformly applied.

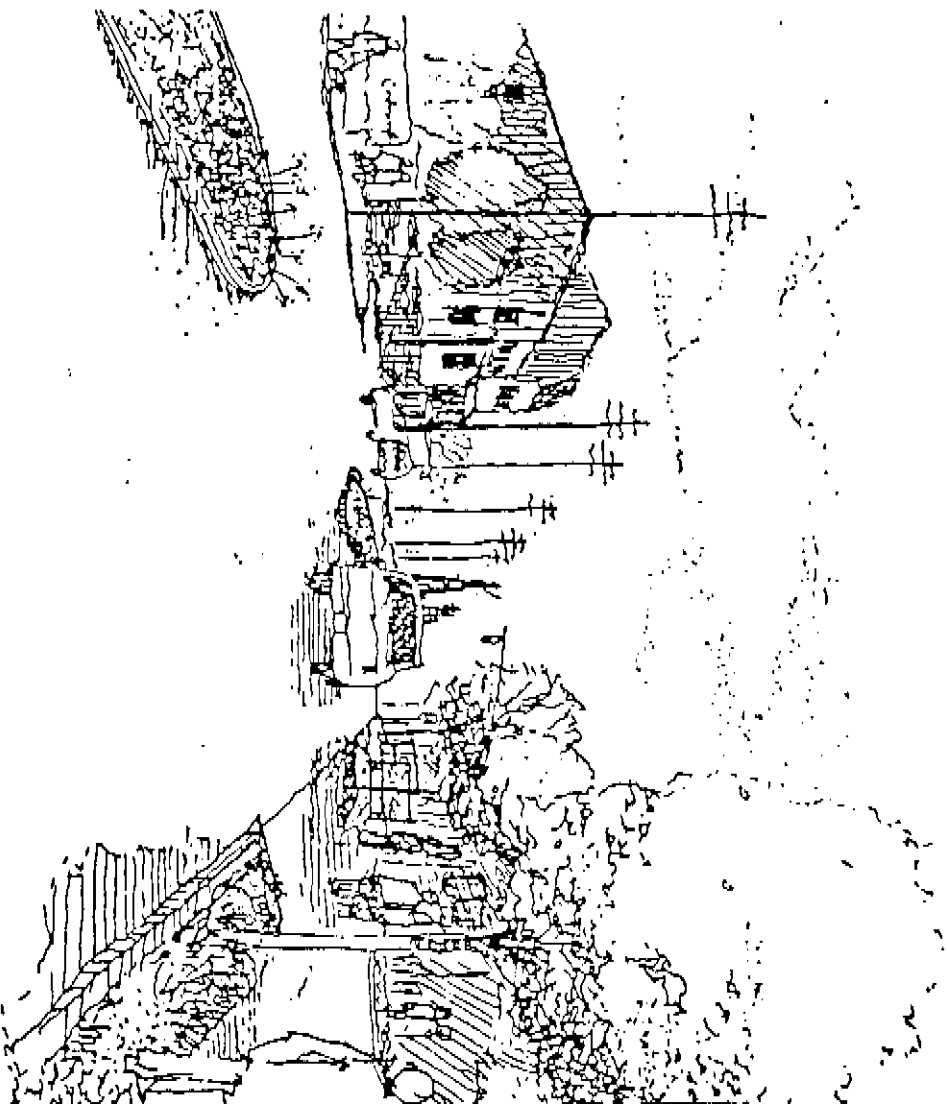


Block 2: Auto-Related Entry

This block, from Delrey to St. Timothy's Lane, consists of new structures set back from the street, with parking lots in front or adjacent. Molony's Restaurant is a notable exception and is a contributing historic structure.

Streetscape recommendations include:

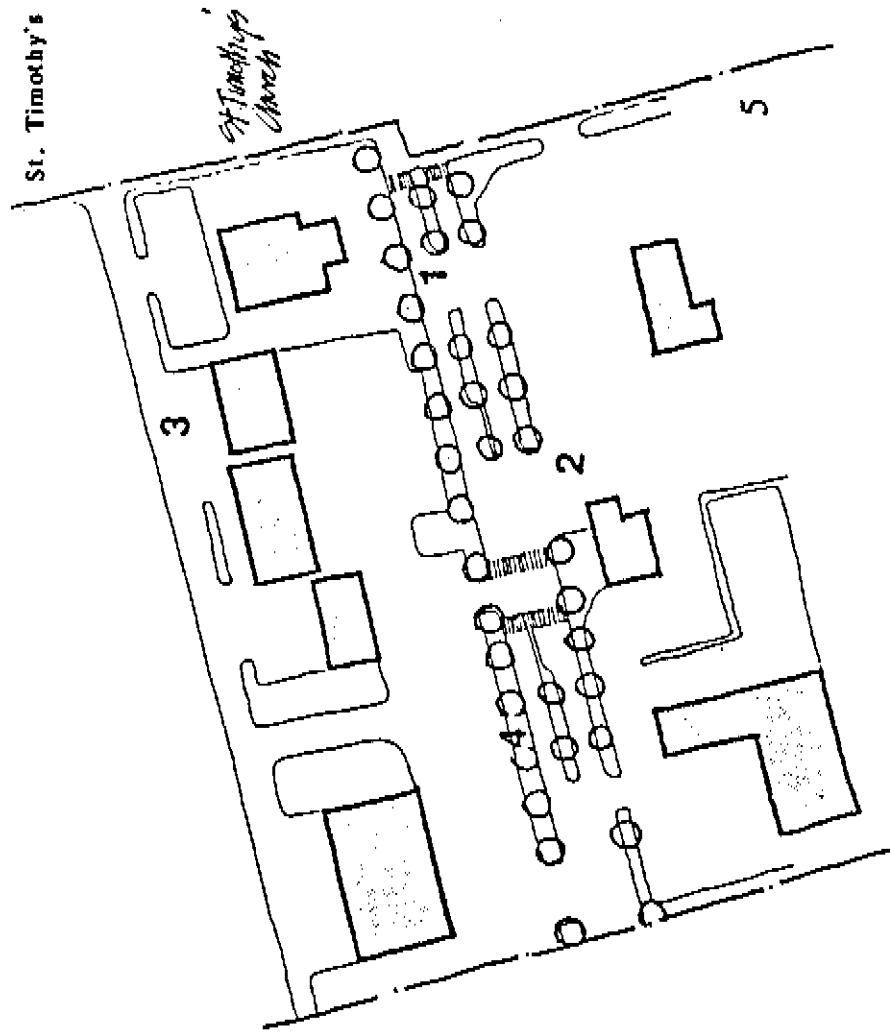
1. Gateway planting median-low planting. Remove on-street parking.
2. Entry marker in median at high point in the street. This marker could announce the entry to Calonsville or commemorate a historic event or person.
3. Install a traffic light at Delrey Avenue to slow traffic coming off the beltway and to provide protected access to neighborhoods.
4. Consolidate and reduce number of entrances and exits onto Frederick Road and consolidate parking lots.
5. Plant street trees in sidewalk at 40' intervals.
6. Remove existing billboard adjacent to Molony's Restaurant.



CATONSVILLE 2000 ANALYSIS

AUTO-RELATED ENTRY (Block 2)

1. No median strips in this block. Parking should remain.
2. The committee would prefer the entry marker to be in the 300 block, designed as a decorative light pole in an island extending from the curb, or alternatively a median strip, to be decided after an engineering study has been made to determine the feasibility of each option.
3. Agree. This is a top priority. This improvement could be the demonstration project of Catonsville 2000 working with the county and state for immediate improvement and results.
5. Agree, but with evaluation to be made on a block by block basis.
6. Agree. If condemnation powers are available and necessary, they should be utilized if negotiations with the billboard owner are unsuccessful. We also suggest a new second entrance and additional parking for Molony's Restaurant off Bishops Lane, if the acquisition and demolition of the adjacent residential structure on Bishops Lane is financially feasible for the Restaurant property owner.

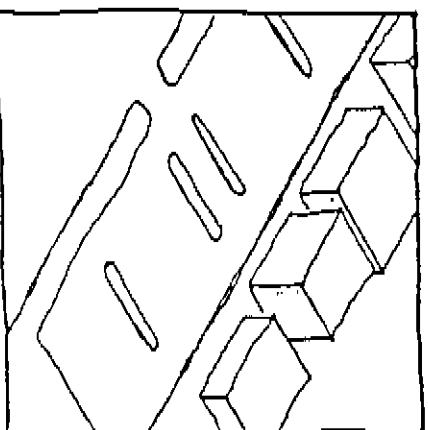
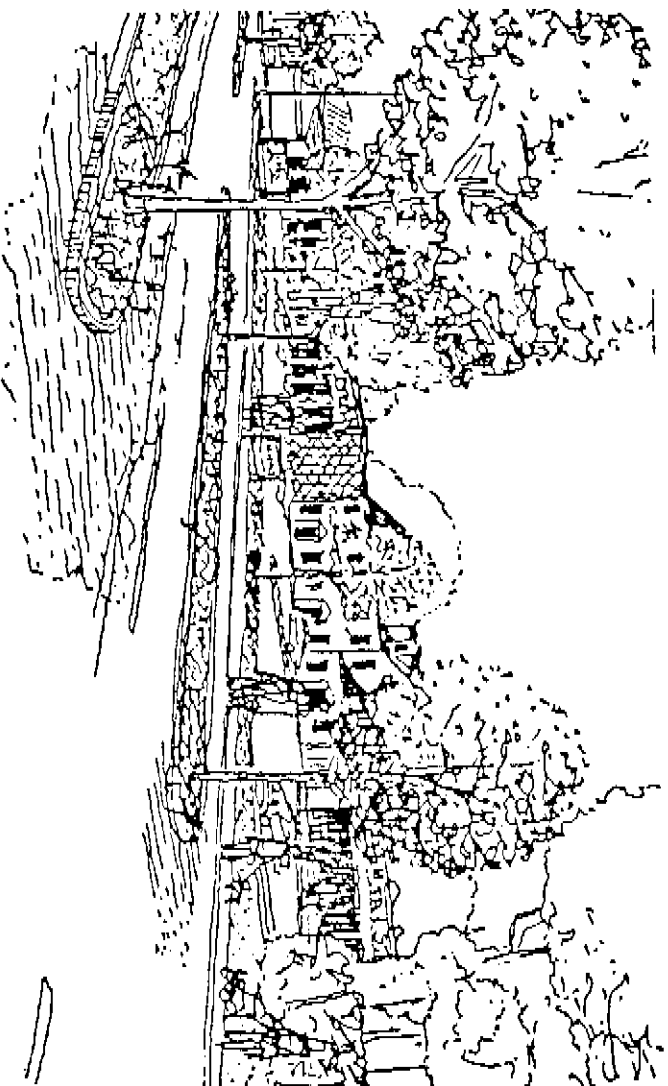


Block 3: Auto-Related Core

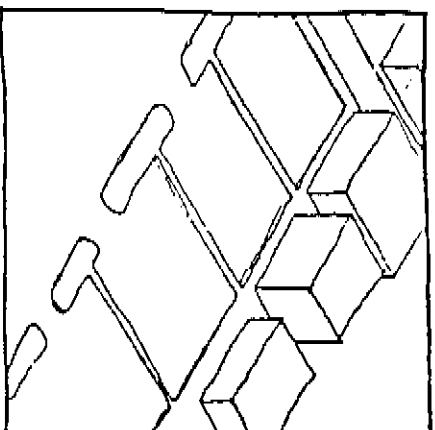
From St. Timothy's Lane mid-block to the elementary school is the core of the new auto related use district. Most buildings are modern and are set back from the street with parking lots in front. St. Timothy's Church is visible in the distance as a reminder of village life. To the north, Orban Lane parallels Frederick Road and provides connections between many of the parking lots. This is the suggestion of a pattern that is encouraged for much of Catonsville, as it provides alternate means of travel other than Frederick Road.

Streetscape recommendations include:

1. Planted median strip in center of Frederick Road. Planting can include trees as well as low underplanting. Remove on-street parking.
2. Consolidate parking lots and entrances on both sides of Frederick Road.
3. Improve Orban Lane as public service alley with additional parking connected to private parking lots.
4. Plant street trees in sidewalk at 40' intervals.
5. Improve Bloomingdale from Bloomsbury to Bishops Lane.



Desirable: Zoning should encourage consolidation of parking areas, property lines, effectively reducing the number of curb cuts on Frederick Road. This will reduce safety problems in terms of auto traffic and street pedestrian conflict.

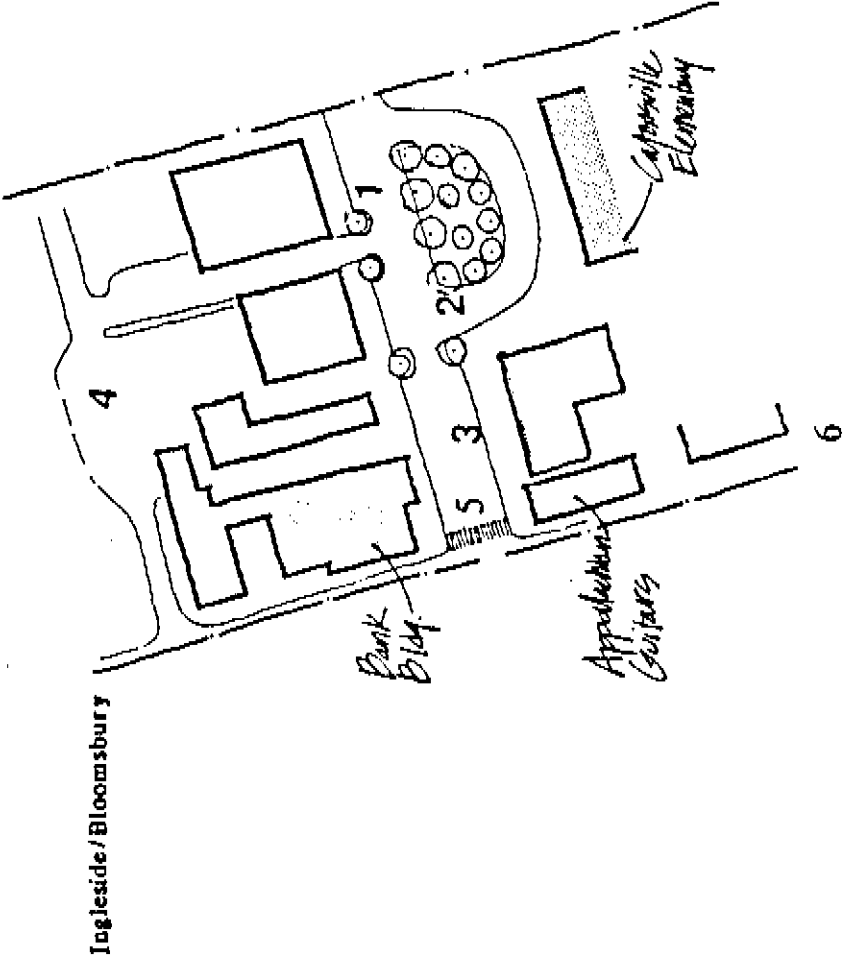


Undesirable: Individual parking lots with exclusive entrances and exits.

CATONSVILLE 2000 ANALYSIS

AUTO-RELATED CORE (Block 3)

1. No median strip. Parking should remain.
2. Agree. High priority as a demonstration item to the business community of the progress being made by Catonsville 2000 with the county. Refer to Traffic Report.
4. Agree, only where sidewalks permit, as explained in comments on page 7.4 of this report under "The Village Core."
5. Agree, but also include a study for the widening of the roads and placing of sidewalks by the county.

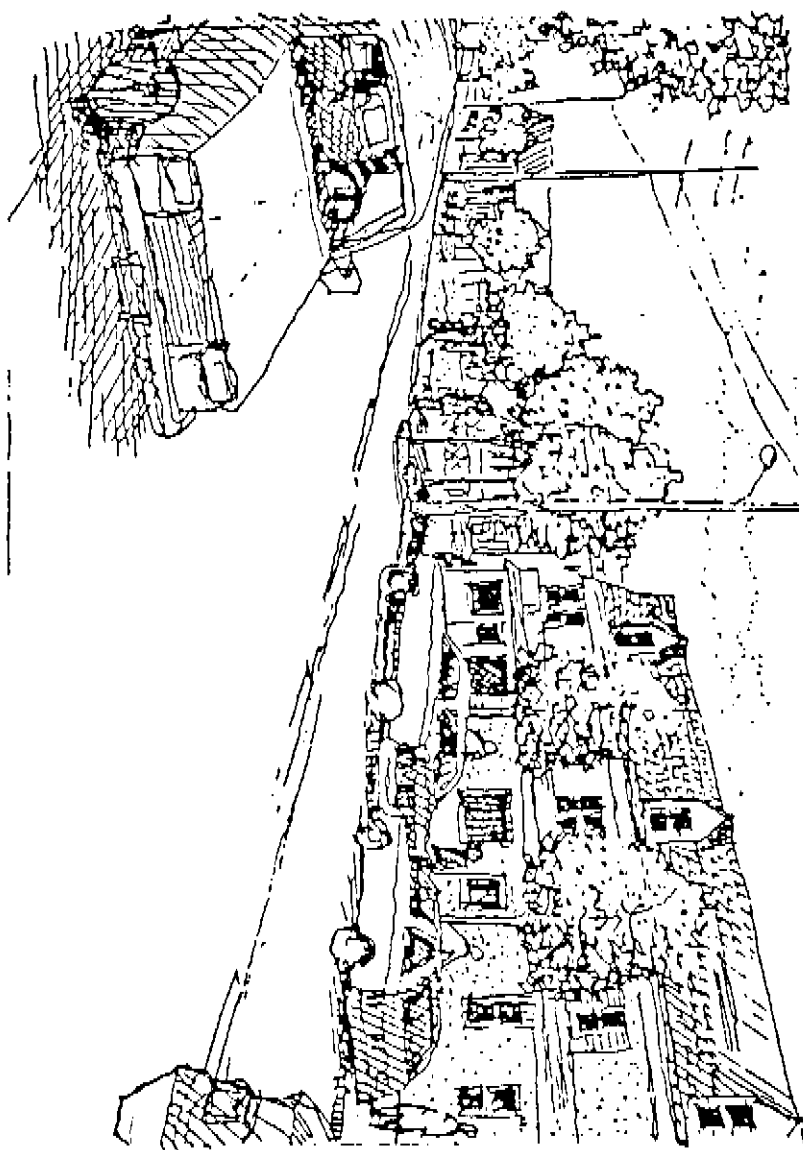


Block 4: Village Core East

The block from the elementary school to Ingleside is the beginning of the village core commercial area. Buildings are built closer to the street and are generally older in character. The Bank and The Appalachian Guitar Shop are notable examples of historic architecture. (On-street parking is retained as it is a crucial element in retail viability.)

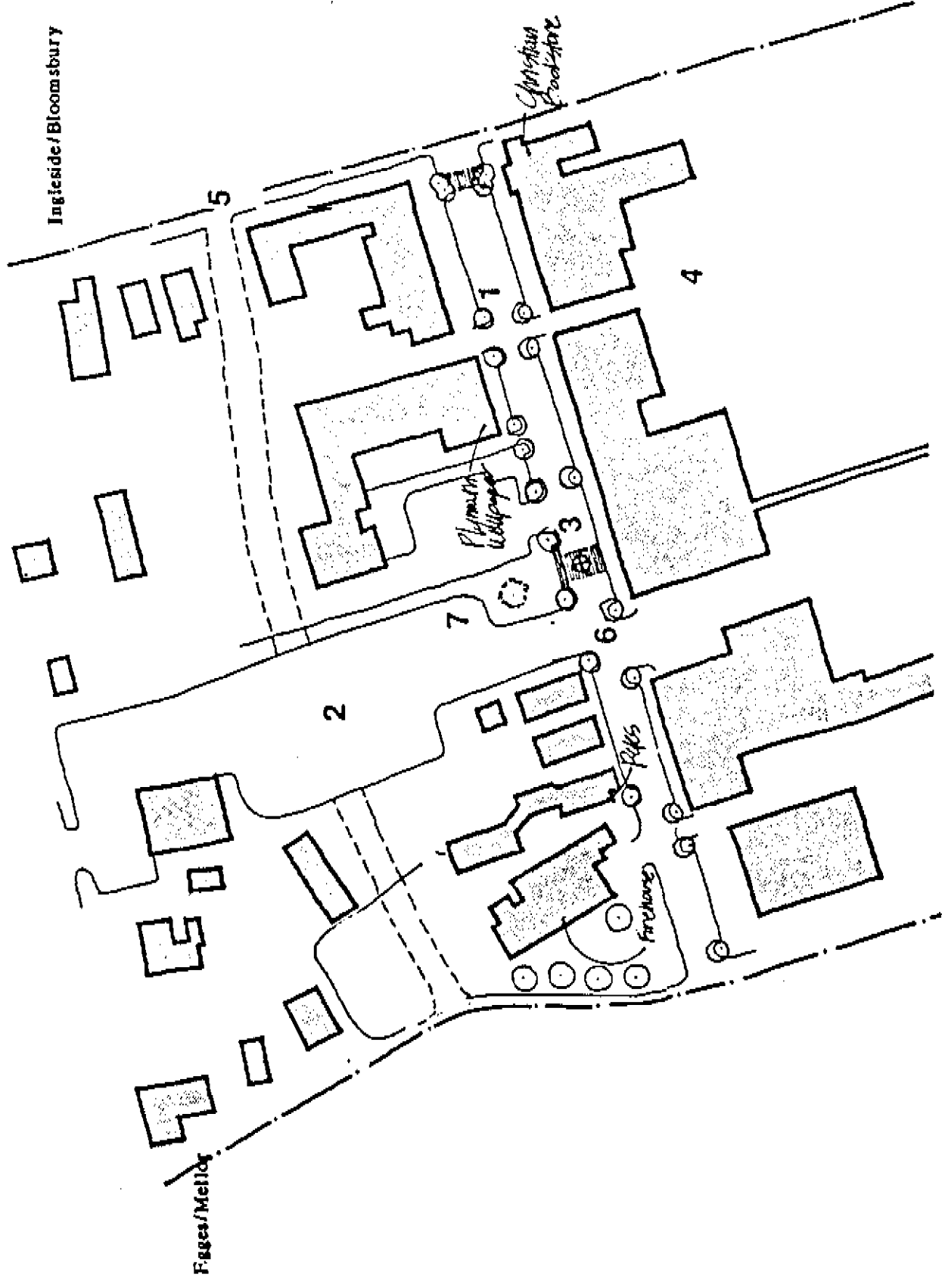
Streetscape recommendations include:

1. Sidewalk extensions at intervals along Frederick Road to define parking areas and allow opportunities for planting trees and providing other street furniture as required.
2. Relocate MTA bus stop in front of elementary school park. Add on-street parking in areas indicated in front of retail shops.
3. Develop widened sidewalk area in front of stucco building adjacent to elementary school. Ideal location for cafe/restaurant to take advantage of increased sidewalk depth or market type merchandising/outdoor display.
4. Continue the Urban Lane improvements to connect rear parking areas.
5. Provide left turn lanes on Frederick Avenue. Remove parking only where needed to maintain through traffic lane.
6. Improve Bishops Lane as well as Bloomingtonale between Bloomsbury and Bishops Lane.



VILLAGE CORE EAST (Block 4)

1. Agree, with limitations. (See comments on page 7.4 under "The Village Core.")
2. Disagree. Relocating the MTA bus stop would not be advantageous, particularly if eastbound traffic on Frederick Road, west of Bloomsbury Avenue, was directed to the right lane to avoid left-turning cars onto Ingleside Avenue. If the bus stop were moved, buses would need to immediately swing left around parked cars, and then immediately right again in front of the elementary school.
6. Agree. (See Item #5 under Block 3)

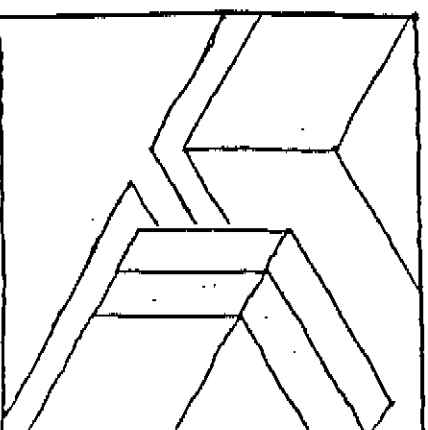
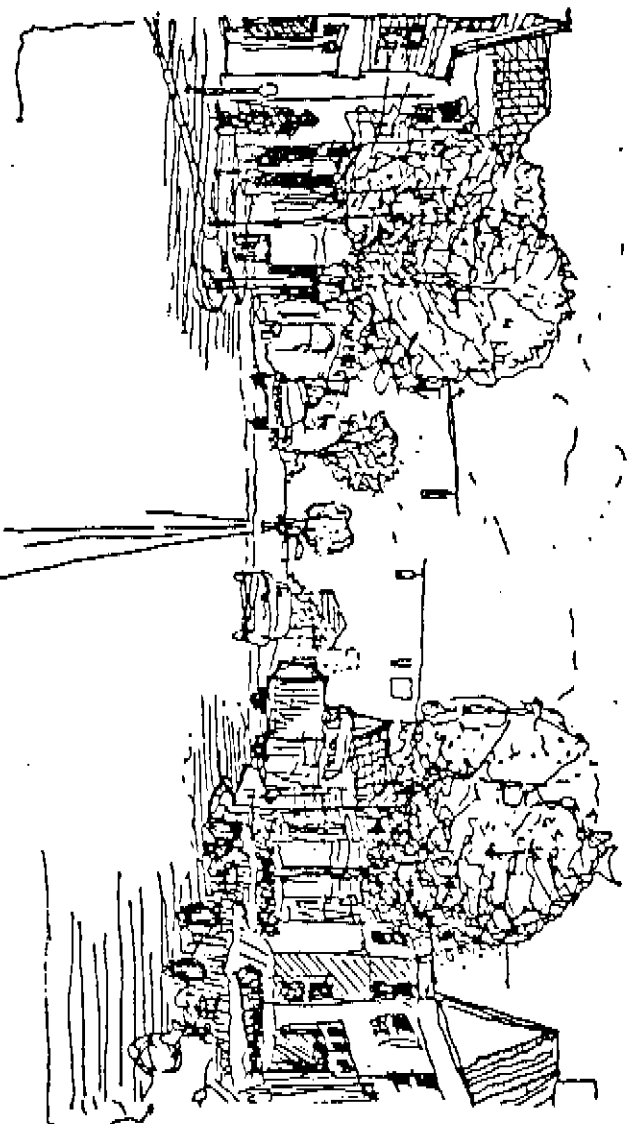


Block 5: Village Core Center

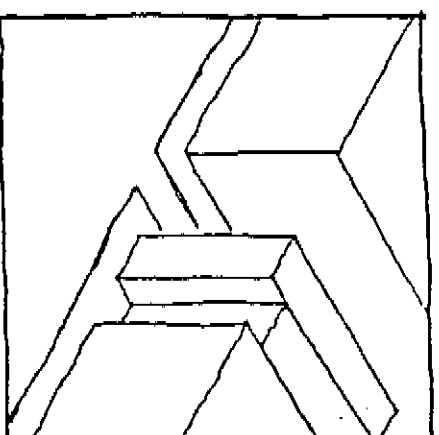
From Ingleside to Egges Lane is the heart of the village core. Plymouth Walkpaper and the Christian Bookstore are only a few of the historic nucleuses in this block. The public parking lot is on the north side in the center of this block.

Streetscape recommendations include:

1. Sidewalk extensions as described earlier in the Streetscape section, will line Frederick Road. They serve to enhance the street as well as to define on-street parking areas.
2. Consolidate the public parking lot with other adjacent parking areas.
3. Add a traffic light for pedestrian crossing at the public parking lot.
4. Consolidate and improve parking behind Smith Lane - develop as a loading/unloading area. Smith Lane becomes one-way south.
5. Connect Otban Lane through to Egges Lane, and shift Egges to align with Melior Avenue. The light at the fire station would become a flashing yellow/red.
6. The signage for the public parking lot should be clarified.
7. This is an ideal location for new development - see the key sites section.



Desirable: New construction in the "village core" should hold street edge at the first story, if not the full height of the building. Corners at the first story to effectively extend the sidewalk are encouraged.

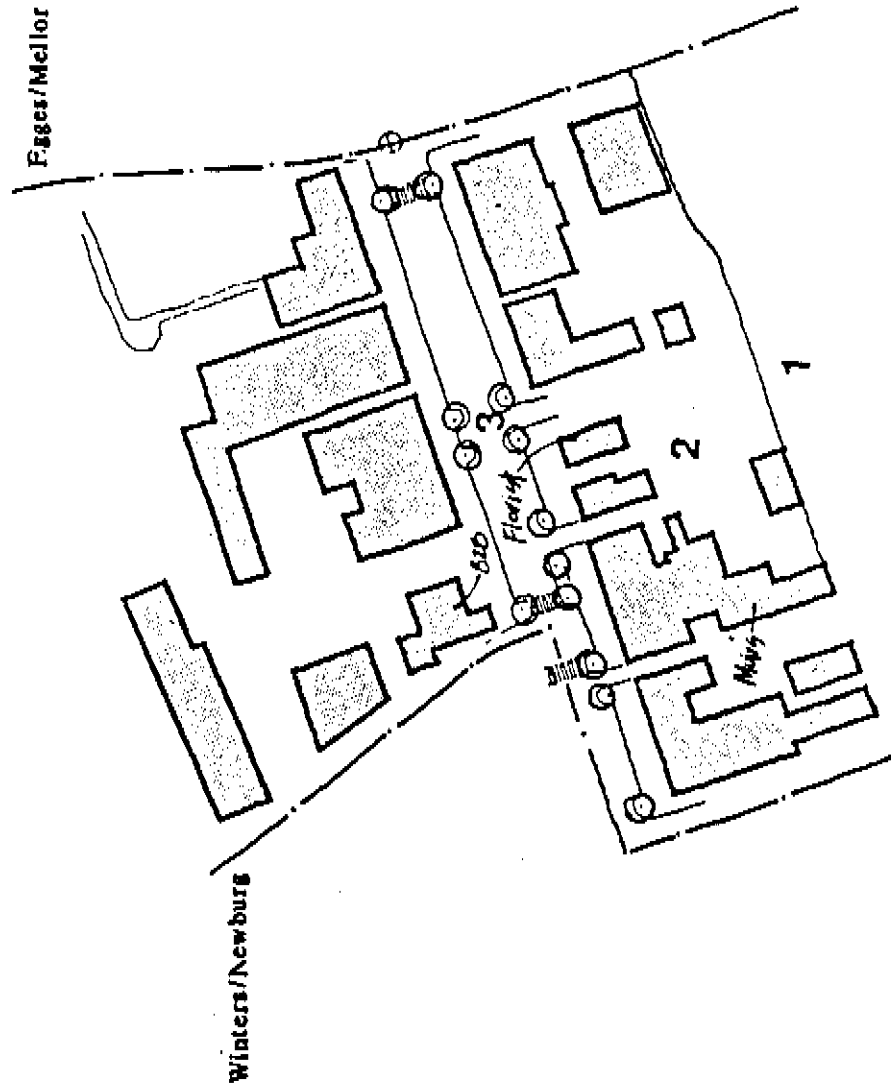


Undesirable: Development that does not hold existing street edge

CATONSVILLE 2000 ANALYSIS

VILLAGE CORE CENTER (Block 5)

1. No sidewalk extension except as described on page 7.4 under "Village Core."
4. Disagree. Traffic committee recommends that Smith Lane should be one-way north.
6. Agree. Sign could be more attractive.

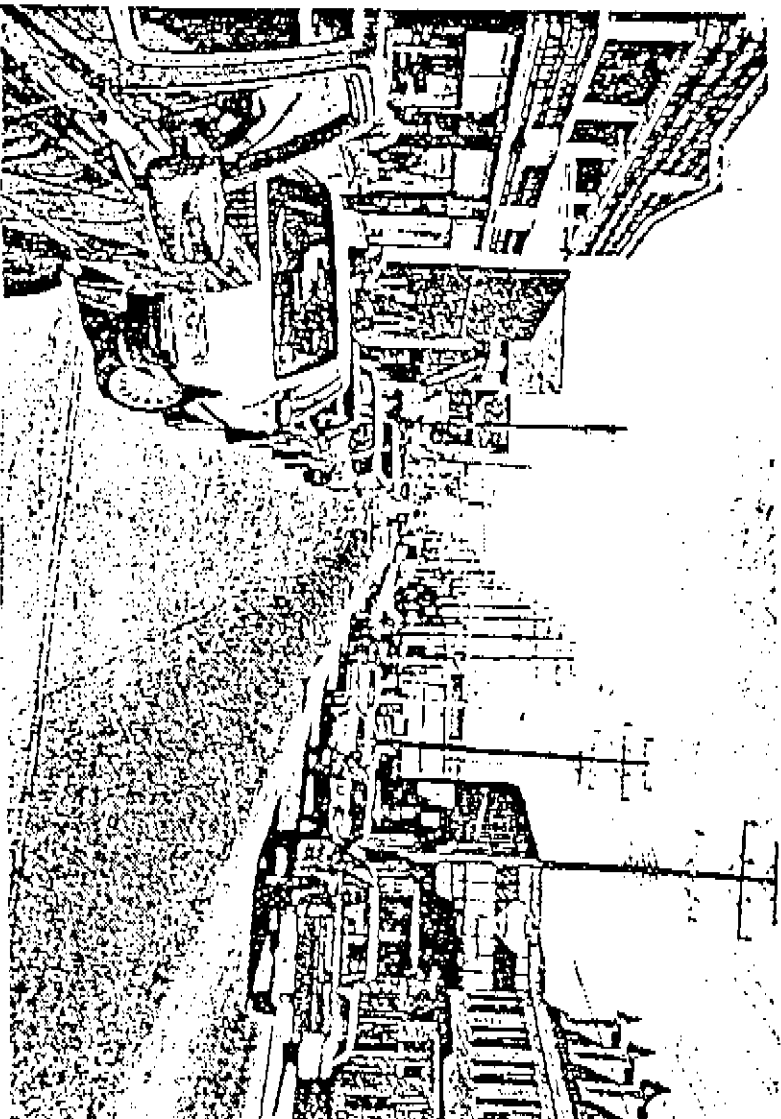


Block 6: Village Core West

The area between Egges and Newburg is notable for the majority of on-street parking problems. Our parking analysis found these meters to be the most heavily used in town. The architectural character varies greatly, with historic contributors like Muir's Hardware, The Blue Iris Florist, the Masonic Temple, and the 328 Bar. Service type uses are predominant in this block.

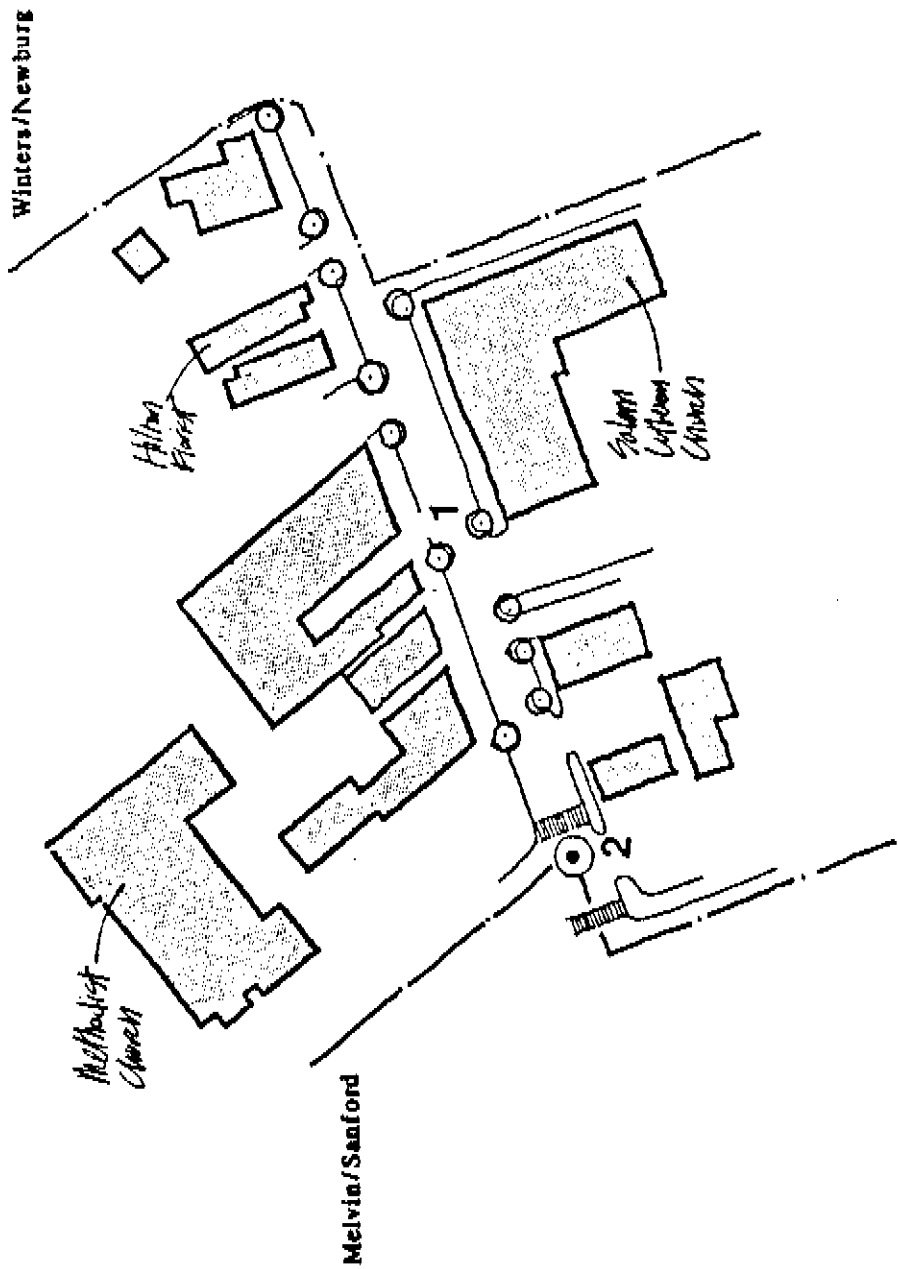
Streetscape recommendation include:

1. The existing alleys behind Muir's and Bray Electric should be connected, to allow auto circulation behind all of the businesses on the south side. This will create a through connection between Newburg and Mellor.
2. Parking lots should be re-configured and/or consolidated where possible. Remove entries from Frederick Road where possible to allow for additional on-street parking.
3. Sidewalk extensions for planting on Frederick Road.



VILLAGE CORE WEST (Block 6)

3. Sidewalk extensions should only be made as small nodes as described on the first page of this report under "The Village Core."

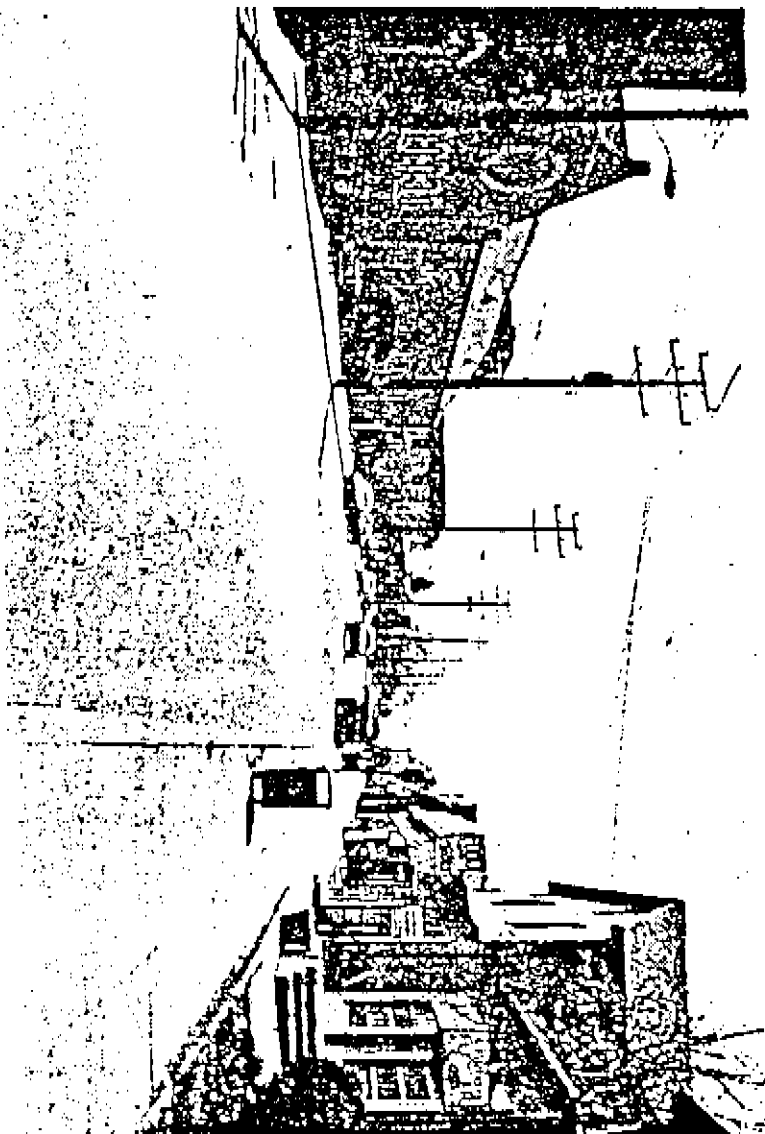


Block 7: Village Core - West Edge

This block, between Winters and Sanford/ Melvin, defines the west edge of the village core. Salem Lutheran Church and Catonsville Methodist Church reinforce one side of the proposed civic park, as well as lend a strong presence to the neighborhood.

Streetscape recommendations include:

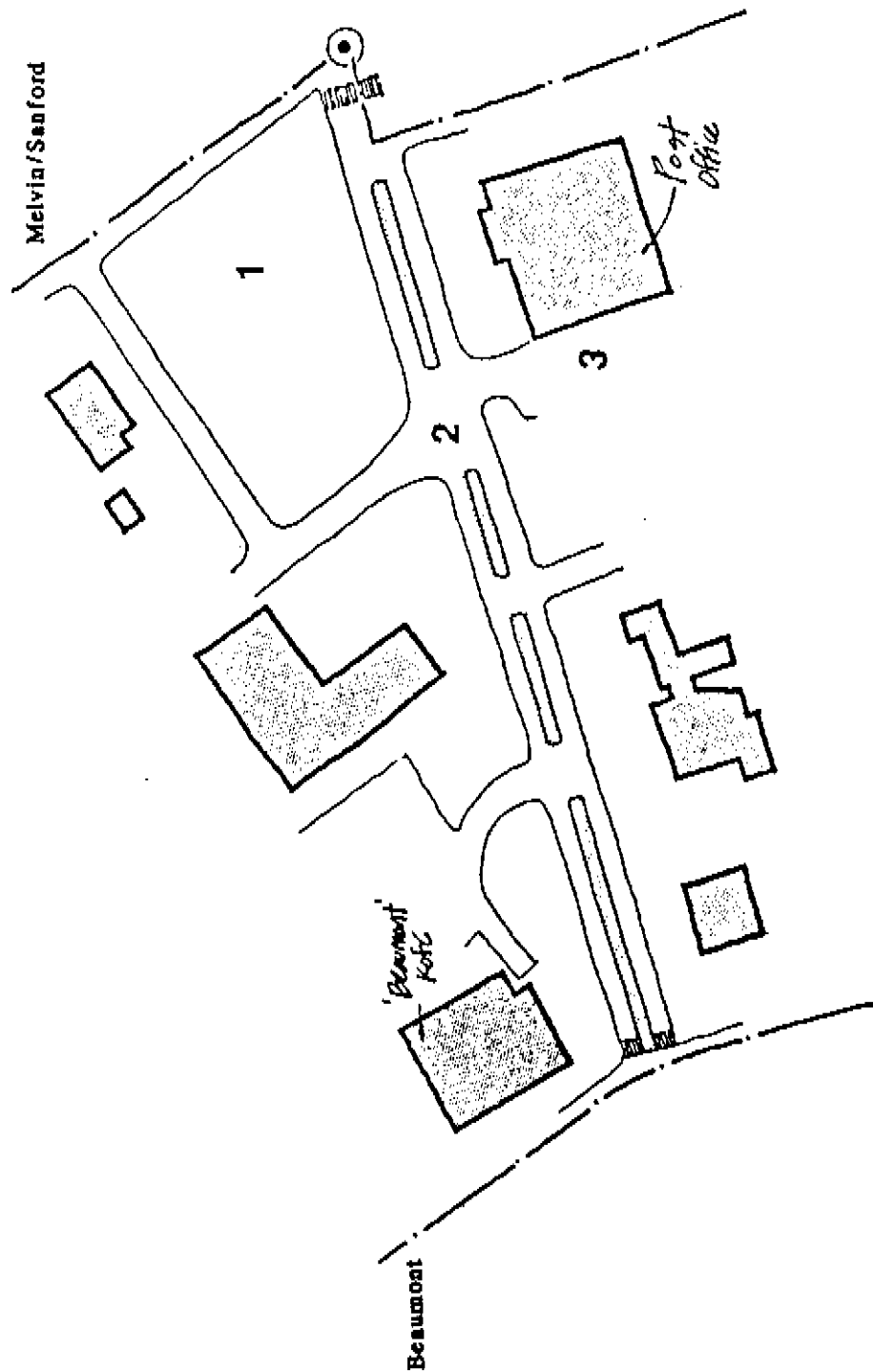
1. Sidewalk extensions on Frederick Road.
2. This is a second opportunity for a marker or entry sign since it is a high point when approaching town from the west.



VILLAGE CORE WEST EDGE (Block 7)

(Correction: The consultant report refers to the Salem Lutheran Church, although they intended to say Catonsville Baptist Church.) No civic park can be placed there.

1. Only small nodes for trees would be acceptable, if necessary.
2. Disagree: A marker or entry sign should be at the gateway from the west, in the 1000 or 1100 blocks, preferably in front of the library or the lights of Columbus building.

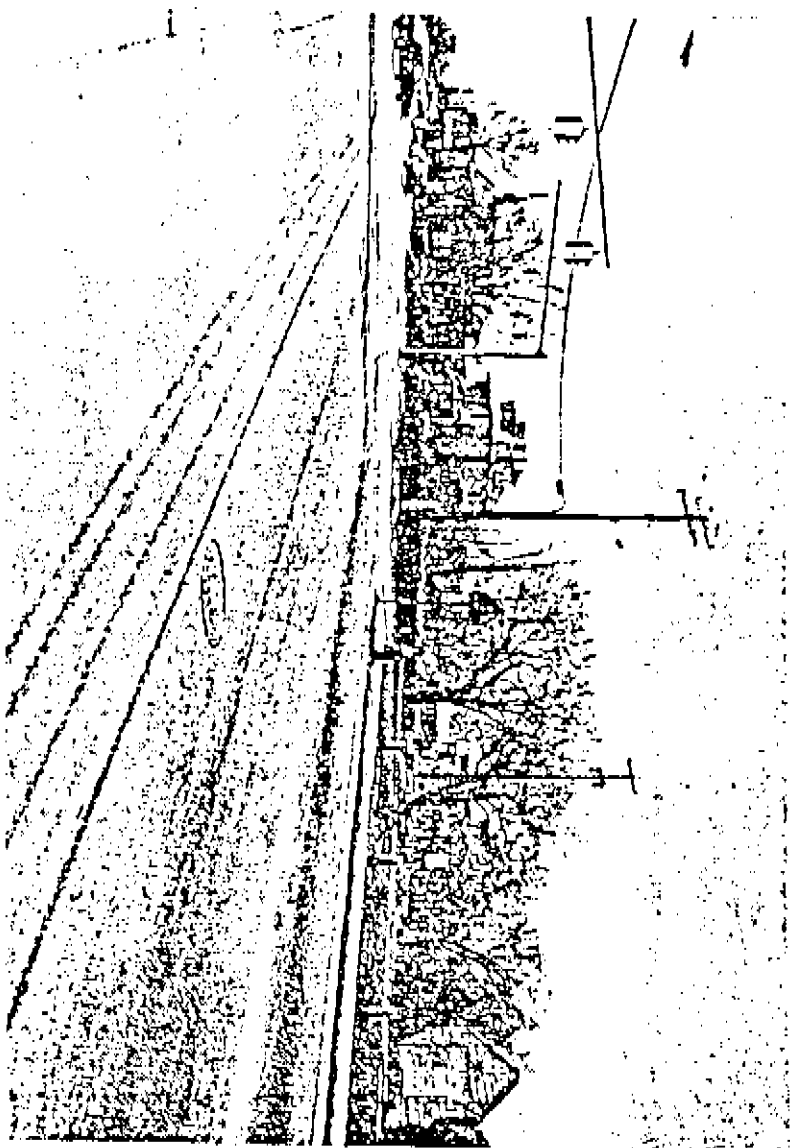


Block 8: Civic Gateway

Encompassing the area between Beaumont and Melvin Avenues, this block includes essential elements of the civic core - the church and the post office. Beaumont, now the Knights of Columbus, reminds us of Catonsville's past history as a country haven with large residences.

Streetscape recommendations include:

1. A civic park or square could be created at the northwest corner of Melvin Avenue and Frederick Road. A small street will be added to aid circulation and parking around the post office.
2. A median strip now reappears down the center of the street and therefore removes onstreet parking.
3. This empty lot should be improved as public parking for the post office, which will retain its retail function.



CATONSVILLE 2000 ANALYSIS

CIVIC GATEWAY (Block 8)

1. Disagree. This is a necessary church parking lot, owned by the Methodist Church.
2. Disagree. All possible on-street parking should remain. The gateway entrance from the west has two alternatives, to be set by the decision of engineers studying the situation, as suggested on the first page of this report under "The Gateways."

While a town square concept is quite appealing in theory, two primary concerns emerge. First, any such square would be best situated in the town center, obviously no easy remedy to this dilemma exists. Second, implementation of such a plan would take considerable funding. With county dollars at a premium for higher priority items, we cannot foresee using funds for such a use. In the unlikely event that budget constraints are not a factor, the idea is attractive if the parking that would be displaced could be attractively integrated in the plan.